

Message Text

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43

ACTION DOTE-00

INFO OCT-01 EUR-12 ISO-00 AID-05 CEQ-01 CIAE-00 OFA-01

COME-00 DODE-00 EB-07 EPA-04 INR-07 IO-10 L-02 NSF-02

NSC-05 NSAE-00 PM-03 OES-05 SS-15 SP-02 FEAE-00 /082 W

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R 291058Z APR 75

FM AMEMBASSY BERN

TO SECSTATE WASHDC 619

UNCLAS BERN 1780

STATE FOR DOT/TIP:42

E.O. 11652: N/A

TAGS: ETRN, TECH, SZ

SUBJECT: NEW SWISS METHOD TO REDUCE AUTOMOBILE POLLUTION

REF: STATE 085442

1. MOTOR RESEARCH DEVELOPMENT COMPANY, (MRD), CHEMIN DU CHENE 6, 1260 NYON IS AS YET A VERY SMALL ENTERPRISE, ONLY RECENTLY ESTABLISHED FOR THE PURPOSE OF COMMERCIALLY EXPLOITING A NOVEL KIND OF FUEL ADDITIVE FOR REDUCING AIR POLLUTION BY AUTOMOBILE GASOLINE ENGINES. ADDITIVE WAS DEVELOPED BY A DR. RUMP, PRINCIPAL PARTNER AND GRADUATE CHEMIST FROM FEERAL INSTITUTE OF TECHNOLOGY IN ZURICH, AND HIS COLLEAGUES IN THE FIRM.

2. ADDITIVE IS NOT YET AVAILABLE COMMERCIALY. PATENTS HAVE BEEN FILED IN SEVERAL COUNTRIES, INCLUDING THE US, WHERE NOTICE OF ALLOWANCE FROM THE COMMISSIONER OF PATENTS IS EXPECTED TO BE FORTHCOMING SHORTLY.

3. MRD CLAIMS THAT ADDITIVE SUBSTANTIALLY REDUCES LEVEL OF CARBON MONOXIDE, HYDROCARBONS AND OF NITROGEN OXIDES EMITTED IN EXHAUST GASES BY INTERNAL COMBUSTION ENGINES WHILE AT THE SAME TIME SLIGHTLY IMPROVING FUEL ECONOMY.

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ACCORDING TO MRD ADDITIVE CAN BE USED ON ANY

EXISTING CAR WITHOUT ENGINE MODIFICATION. ADDITIVE IS REPORTED TO BE NON-TOXIC, CHEMICALLY NEUTRAL AND STABLE. DOES NOT CONTAIN METALS OR SULPHUR. OTHER MAJOR CHARACTERISTICS WHICH IS DESCRIBED TO POSSESS: BURNS COMPLETELY WITHOUT PRODUCING TOXIC GASES OR LEAVING DEPOSITS IN ENGINE OR EXHAUST SYSTEM, AND HAS NO CORROSIVE EFFECT ON METALS. WORKS WITH LEADED OR LEAD-FREE GASOLINE.

4. TO OBTAIN MAXIMUM RESULTS, A SMALL QUANTITY OF ADDITIVE, AMOUNTING TO BETWEEN 0.1 AND 3.0 PER CENT, MUST BE POURED INTO THE FUEL. INVENTORS CLAIM THAT THE ADDITIVE BRINGS ABOUT AN IMPROVED MIXTURE OF AIR WITH THE FUEL IN THE CARBURETOR AND THUS LEADS TO BETTER COMBUSTION.

5. ADDITIVE WAS TESTED BY A NUMBER OF OFFICIAL AS WELL AS PRIVATE TESTING INSTITUTES, AMONG THEM THE FEDERAL INSTITUTE FOR MATERIAL TESTING AND INDUSTRIAL RESEARCH, EMPA, IN ZURICH.

6. UPON INQUIRY EMPA DISCLOSED ON CONFIDENTIAL BASIS THAT ONLY TWO SHORT TESTS WERE CONDUCTED AT REQUEST OF NYON COMPANY AND THAT EMPA LESS THAN ENTHUSIASTIC ABOUT RESULTS. SCIENTIST WHO CARRIED OUT TESTS STATED THAT ADDITIVE DID INDEED REDUCE LEVEL OF POLLUTING CARBON MONOXIDE AND HYDROCARBON, HOWEVER NOT BY 30 BUT ONLY BY ABOUT 10 TO 20 PER CENT. AT THE SAME TIME, TRIALS SHOWED AN INCREASE IN EMISSION OF NITROGEN OXIDES. IN TESTER'S OPINION, SIMILAR REDUCTIONS MAY BE OBTAINED THROUGH ENGINE MODIFICATIONS AS THEY ARE ALREADY PRACTICED IN THE US. ALLEGEDLY EXAGGERATED CLAIMS AND MISLEADING INFERENCES MADE BY MRD AT THEIR PRESS CONFERENCE CAUSED EMPA TO TAKE THE UNUSUAL STEP OF PUBLISHING STATEMENT IN SWISS PRESS END OF MARCH REFUTING AND CORRECTING SOME OF NYON COMPANY'S CLAIMS. IN PARTICULAR EMPA STRESSES NEED FOR FURTHER MORE EXHAUSTIVE TRIALS TO DETERMINE NOT ONLY INFLUENCE OF ADDITIVE ON POLLUTING EXHAUST GASES, BUT ALSO ITS EFFECTS ON CARBURETTOR, SPARK PLUGS, VALVES AND PISTONS

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DURING PROTRACTED NORMAL DRIVING.

7. EMBASSY SENDING TODAY TO FLATIN, STATE EUR/CE ONE COMPLETE SET OF LITERATURE COMPRISING:

- A) MOTOR RESEARCH DEVELOPMENT COMPANY PRESS BULLETIN IN ENGLISH;
- B) MRD TECHNICAL DESCRIPTION OF ADDITIVE IN ENGLISH;
- C) TEST REPORTS I AND II FROM FEDERAL INSTITUTE FOR

MATERIAL TESTING ZURICH, IN ENGLISH;
D) PRESS STATEMENT BY FEDERAL INSTITUTE FOR MATERIAL
TESTING ZURICH IN GERMAN, CLIPPED FROM SWISS AUTOMOBILE
REVUE DATED MARCH 27, 1975.
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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: RESEARCH, AIR POLLUTION, MOTOR VEHICLE ENGINES
Control Number: n/a
Copy: SINGLE
Draft Date: 29 APR 1975
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1975BERN01780
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D750150-0399
From: BERN
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1975/newtext/t1975045/aaaaaecl.tel
Line Count: 120
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION DOTE
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: 75 STATE 085442
Review Action: RELEASED, APPROVED
Review Authority: ShawDG
Review Comment: n/a
Review Content Flags:
Review Date: 11 JUL 2003
Review Event:
Review Exemptions: n/a
Review History: RELEASED <11 JUL 2003 by BalzMJ>; APPROVED <05 JAN 2004 by ShawDG>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
05 JUL 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: NEW SWISS METHOD TO REDUCE AUTOMOBILE POLLUTION
TAGS: ETRN, TECH, SZ
To: STATE
Type: TE
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 05 JUL 2006